

CENTRAL INTELLIGENCE AGENCY

REPORT

COUNTRY Hungary

DATE DISTR. 8 May 1951

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9.

a motorized artillery unit was located at Gyor, a horse drawn artillery unit at Tolna and a pontoon bridge building unit at Budafok, Haroscsiget.

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10.

a list of Hungarian Army and Air Force ranks, including abbreviations

	<u>Hungarian Nomenclature</u>	<u>Abbreviation</u>
Private	Honved	Honv
Private 1st Class	Orvezeto	Orv
Corporal	Tizedes	Tiz.
Sergeant	Szakasvezeto	Szkv.
Staff Sergeant	Ormester	Orm.
Tech. Sergeant	Torzsormester	Torzs.
Master Sergeant	Fatorzsomester	Fatorsz.
Lt. Jr. Grade	Alhadnagy	Alhdgy.
2nd. Lieutenant	Hadnagy	Hdgy.
1st. Lieutenant	Fohadnagy	Fhdgy.
Captain	Szazados	Szds.
Major	Ornagy	Orngy.
Lt. Colonel	Alezredes	Alezrds. or (Ales.)
Brig. General	Vezernagy	Vez. Orngy.
Maj. General	Altbornagy	Alt.
Lt. General	Vezerezredes	Vez. Ezrds.
Gen.	(no such rank)	

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The abbreviations were always used in official correspondence, teletypes and on orders.

11.

the Hungarian paratroopers of the Paratroop Regiment stationed at Papa Airfield were trained for fighting against any army.

12.

The political indoctrination given to both military and civilian personnel pointed out that the U.S. aims to destroy Hungary through Tito's forces and that Tito was the U.S.'s "chained dog" waiting for the signal to attack Hungary. The political propaganda was not aimed at Yugoslavia as a country but against Tito himself.

13.

not believe that Hungarian military forces would be reliable in any action against Yugoslavia, West Germany or the Western Powers. The only possible way that the Soviets could control the desertion of Hungarian soldiers would be by integration of Hungarian and Soviet units.

14.

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15. [redacted] many young Hungarians were not interested in joining the Hungarian Air Force because of their dislike for the Soviet Regime and the fear that eventually they would have to fight against the Western Powers. For these reasons, [redacted] many eighteen year olds who had experience in civil flying were drafted into the Air Force.
16. Student pilots first were required to undergo six weeks of basic infantry training at Szolnok Airfield. After completion, they began their pre-flight training which usually lasted from two to six months. After pre-flight training, students began their primary training in Yak-18's at Szolnok, which lasted for two months. In bad weather, instruction was given in engine construction, navigation and aerobatics. Upon completion of the two months primary training, students were given examinations in which they were required to perform prescribed patterns in the air before officers of the National Defense Ministry, the Commanding Officer of the Hungarian Air Force, his deputy, the Commanding Officer of the school. Students were then sent to Kecskemet Airfield where they attended the Ground Attack Course or the Fighter Course, both of which lasted three months. IL-10's were used for ground attack training and Yak-11's and Yak-9's for the fighter course. The Yak-11's were basic trainers and the Yak-9's advanced trainers. Students took another examination, at which time they received their bars and wings. They were subsequently assigned to a tactical unit.
17. Mechanics received their training at the Paul Vasvary Mechanics School at Budaors Airfield. Training lasted for one year and students studied the maintenance of the fuselage and aircraft engines, emergency repairs, acetylene welding and mechanics. Graduates were assigned to various airfields as non-commissioned officers.
18. Radio operators were also trained at Budaors Airfield [redacted]
[redacted] women were trained as radio operators.
19. Aircraft electricians, photographers, radio repairmen, instrument repairmen, armorers and physical instructors attended school for a period of one year, and usually graduated as technical officers with the rank of Lieutenant Jr. grade.

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